

AMENDED IN SENATE JUNE 19, 2006

AMENDED IN ASSEMBLY JANUARY 23, 2006

AMENDED IN ASSEMBLY JANUARY 13, 2006

AMENDED IN ASSEMBLY JANUARY 4, 2006

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

ASSEMBLY BILL

No. 1020

Introduced by Assembly Member Hancock

February 22, 2005

An act to add Chapter 2.68 (commencing with Section 65089.60) to Division 1 of Title 7 of the Government Code, relating to planning.

LEGISLATIVE COUNSEL'S DIGEST

AB 1020, as amended, Hancock. Transportation planning: improved travel models.

Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional agencies.

This bill would require the department, in partnership with certain federally designated metropolitan planning organizations—~~and, a certain designated council of governments, and~~ certain state-designated regional transportation planning agencies, to provide a notice to the Legislature by January 31, 2007, on a schedule for a comprehensive review and evaluation of current travel models and model improvements already underway. The bill would require these ~~planning organizations and agencies~~ *entities* using travel models to use models that incorporate specified factors, thereby imposing a state-mandated local program, *and would require the department to*

meet with these entities at least annually to evaluate their progress in meeting these requirements. The bill would identify other objectives that may be included in the travel models. The bill would enact other related provisions.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) Improved transportation planning can have dramatic
- 4 economic and environmental benefits for California residents,
- 5 and can make government expenditures on transportation
- 6 infrastructure far more cost-effective.
- 7 (b) Better transportation infrastructure planning decisions and
- 8 better land use planning decisions by the agencies responsible for
- 9 those decisions can be of immense benefit to California's air
- 10 quality and economy. Motor vehicles produce over 60 percent of
- 11 smog precursor emissions in some urban regions, and automobile
- 12 usage costs California households one hundred billion dollars
- 13 (\$100,000,000,000) annually. Improvements in transportation
- 14 could reduce these environmental and economic impacts by 30
- 15 percent or more.
- 16 (c) *The recently-enacted federal Safe, Accountable, Flexible,*
- 17 *Efficient Transportation Equity Act: A Legacy for Users*
- 18 *(SAFETEA-LU) requires the evaluation of the economic*
- 19 *development impacts of transportation plans by the Department*
- 20 *of Transportation (Caltrans) and metropolitan planning*
- 21 *organizations (MPOs).*
- 22 (d) Current planning models used for making transportation
- 23 infrastructure decisions and for air quality planning do not

1 always adequately reflect the effect of compact residential
2 development patterns; *and* the effect of mass transit on reducing
3 car ownership and overall travel, the effect of *expanding*
4 highways on inducing additional automobile traffic, and the
5 effect of economic incentives such as tolls, transit pricing, and
6 parking charges *on travel*.

7 ~~(d)~~

8 ~~(e)~~ Because of ~~these widespread~~ *new policy analysis*
9 *requirements and current* modeling deficiencies, elected officials
10 and other government decisionmakers often do not get adequate
11 information on which to base multibillion dollar transportation
12 decisions; ~~resulting in erroneous decisions being made.~~

13 ~~(e)~~

14 ~~(f)~~ State-of-the-practice transportation planning models can
15 account more accurately for the potential benefits of
16 comprehensive planning and allow decisionmakers to be better
17 informed.

18 ~~(f)~~

19 ~~(g)~~ In addition, better travel models can assist ~~metropolitan~~
20 ~~planning organizations (MPOs)~~ *MPOs* in assessing cumulative
21 impacts of transportation plans, as required by the California
22 Environmental Quality Act ~~and the National Environmental~~
23 ~~Policy Act.~~

24 ~~(g)~~

25 ~~(h)~~ The Department of Transportation is working with MPOs
26 and regional transportation planning agencies to develop more
27 effective transportation models. Significant improvements have
28 been made in transportation modeling practices, however, the
29 improved models are not yet widely and consistently used. These
30 models can also be used in air quality planning to enhance
31 emissions reductions and to cut the cost of clean air compliance.

32 ~~(h)~~

33 ~~(i)~~ It is therefore the intent of the Legislature to require
34 improvements to transportation modeling statewide in a timely
35 fashion to ensure that transportation dollars are wisely spent.

36 SEC. 2. Chapter 2.68 (commencing with Section 65089.60) is
37 added to Division 1 of Title 7 of the Government Code, to read:

1 CHAPTER 2.68. INTEGRATED TRANSPORTATION AND LAND
2 USE PLANNING

3
4 65089.60. ~~(a) For the purposes of this chapter, the following~~
5 ~~terms have the following meanings:~~

6 (a) “Designated MPO” means the following ~~metropolitan~~
7 ~~planning organizations (MPOs) organizations:~~ the Southern
8 California Association of Governments, the Metropolitan
9 Transportation Commission ~~and the Association of Bay Area~~
10 ~~Governments,~~ the San Diego Association of Governments, the
11 Association of Monterey Bay Area Governments, and the
12 Sacramento Area Council of Governments.

13 (b) “Designated RTPA” means the regional transportation
14 planning agencies (RTPAs) for the following areas: all counties
15 in the San Joaquin Valley, and Monterey, San Luis Obispo, Santa
16 Barbara, and Santa Cruz Counties.

17 (c) “*Designated council of governments*” means the
18 *Association of Bay Area Governments*.

19 (d) “Department” means the Department of Transportation.

20 (e) “*Freight travel model*” means a model that projects travel
21 by heavy trucks. As used in this subdivision, “heavy truck”
22 means a motortruck or truck tractor-trailer combination subject
23 to regulation by the Department of the California Highway
24 Patrol pursuant to Division 14.8 (commencing with Section
25 34500) of the Vehicle Code.

26 (f) “*Commodity flows travel model*” means a model that
27 projects the movement of classes of commodities in trucks, trains,
28 vessels, and airplanes.

29 65089.61. The department, in partnership with the designated
30 MPOs, ~~the designated council of governments,~~ and the
31 designated RTPAs, shall provide a notice to the Legislature by
32 January 31, 2007, on a schedule for a comprehensive review and
33 evaluation of the current travel models and model improvements
34 already underway.

35 65089.62. Whenever models are now used by the designated
36 MPOs ~~and, the designated council of governments, and the~~
37 ~~designated RTPAs,~~ the models shall incorporate the following:

38 (a) Account for the influence of land use intensity (housing
39 units per residential acre or equivalent) and transit service levels

1 on automobile ownership and ~~vehicles~~ vehicle miles traveled per
2 household.

3 (b) Employ mode split models that allocate trips between
4 pedestrian, bicycle, transit, carpool, and single-occupant
5 automobile modes.

6 ~~(c) Careful representation~~ Representation of all transit lines
7 and ~~roads~~ stops for rail and bus modes of travel. That
8 representation may be accomplished by modeling the latitude
9 and longitude of transit stops.

10 (d) Land use models based on ~~bidding for floorspace~~ market
11 conditions (bidding for floorspace and implemented on small
12 zones or parcels. Bidding for floorspace means that the models
13 shall evaluate the value and level of projected development based
14 on producer costs and expected profits or projected utility and
15 floorspace consumption by households and firms based on rents
16 to be paid and the utility of the floorspace. This subdivision shall
17 only apply to the designated MPOs and the designated council of
18 governments.

19 65089.63. The travel models may do both of the following:

20 (a) Account for travel demands during at least four time
21 intervals during the day.

22 (b) Account for induced travel and induced land development
23 resulting from highway or passenger rail expansion.

24 65089.64. The travel models ~~should~~ may be capable of
25 evaluating at least the following policy choices:

26 (a) Land use intensification.

27 (b) The impact of enhanced transit service levels on reducing
28 overall vehicular travel and car ownership.

29 (c) Mixed land uses.

30 (d) Parking charges and parking cash-out.

31 (e) Peak period freeway tolls.

32 (f) Twenty-four-hour freeway tolls.

33 (g) Neighborhood plans that enhance pedestrian access.

34 (h) A freight travel model and a commodity flows travel
35 model should additionally be included in the travel models of the
36 designated MPOs.

37 65089.65. The department, in partnership with the designated
38 MPOs ~~and, the designated council of governments, and the~~
39 designated RTPAs, is encouraged to develop budgeting plans
40 that ensure the continuous improvement of travel models. All

1 models should be peer reviewed at least every 10 years.
2 Household travel surveys used in the models should adequately
3 sample all modes, to the extent statistically feasible, and should
4 be updated at least every 10 years. The department, in
5 partnership with designated MPOs ~~and, the designated council of~~
6 ~~governments, and the designated~~ RTPAs, should validate
7 predicted versus measured vehicle speeds on highways and
8 traffic volumes by time of travel on roadway links.

9 65089.66. The evaluation of large private and public land
10 development projects should be done with models that accurately
11 account for the impacts of density, mix, and other efficient land
12 use policies on travel. These models may be simpler than those
13 used for transportation projects.

14 65089.67. All transportation models used by state or regional
15 agencies should be usable on personal computers for public use.
16 This section does not require agencies to provide commercial
17 software developed by third parties that may be needed to run the
18 model.

19 65089.68. If the agencies identified in subdivisions (a) ~~and~~
20 ~~(b)~~, (b), and (c) of Section 65089.60 meet the modeling
21 requirements of this chapter, their models shall be considered
22 state of the practice and fully adequate technically.

23 65089.69. The department, in consultation with the California
24 Association of Councils of Governments, shall meet at least
25 annually with the designated MPOs ~~and, the designated council~~
26 ~~of governments, and the designated~~ RTPAs to evaluate their
27 progress in meeting the technical requirements listed in this
28 chapter, and to identify resources available to assist them in
29 meeting the requirements in the most timely and complete
30 manner practical. In this process, the department may ~~modify~~
31 *adjust* or extend the technical requirements of this chapter.

32 SEC. 3. If the Commission on State Mandates determines that
33 this act contains costs mandated by the state, reimbursement to
34 local agencies and school districts for those costs shall be made
35 pursuant to Part 7 (commencing with Section 17500) of Division
36 4 of Title 2 of the Government Code.